

Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)
Final Negative Declaration/Final Environmental Assessment

Comment #20 - Oral Testimony

1 be removed in the year 1999. There are no other homes
2 in the area and all other properties in the area are
3 zoned commercial.

4 Sound wall twelve is located adjacent to 278
5 Barham Avenue. This property is zoned C2PD. The
6 current tenant is a contractor who lives in a house
7 already behind the sound wall.

8 The second reason we are asking you not to
9 build a sound wall at these two sites is the fact each
10 property has a licensed outdoor billboard and the sound
11 wall will block both signs. Unless you are able to
12 be -- unless you are able to raise -- unless you would
13 allow -- unless you would allow them to be raised, as
14 you have allowed in other places.

15 If you proceed with the sound wall that
16 blocks the two signs, the liability to the responsible
17 government entity could be between one and two million
18 dollars. We hope you will not build sound wall two and
19 sound wall twelve or, in the alternative, you will work
20 with us to elevate these billboards as mitigation. We
21 request a meeting with you at your earliest convenience.
22 Sincerely, Kirk Veale.

Comment #20 (page 1 of 3)

24 LAURA HALL: I think this discussion about
25 the freeway widening is a perfect -- is the perfect
 opportunity to reexamine the effect that the freeway has

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Comment # 20 - Oral Testimony (page 2 of 3)

1 on downtown Santa Rosa and how it effectively separates
2 the downtown and makes it so that pedestrians can't
3 cross from one side to the other.

4 A better solution than widening the freeway
5 through downtown Santa Rosa would be to actually bypass
6 Santa Rosa and put a four-lane tree-lined at-grade
7 boulevard through downtown Santa Rosa so it would once
8 again become or be the pedestrian environment that it
9 historically was.

10 And now that we are going to re-unify our
11 square, which is just this thing here, and we're going
12 to develop -- how do you say it with the creek? --
13 construct what's called a Prince Memorial Green Way,
14 Santa Rosa Creek for downtown Santa Rosa, it already --
15 the creek is already -- the pedestrian paths on the
16 creek are already going to be a real challenge because
17 of the two lanes above. That does have the light in the
18 middle. With six lanes it will be a six-lane tunnel to
19 walk along that creek. And we're spending millions of
20 dollars to make that into pedestrian/bicycle paths. And
21 adding two more lanes is going to make it extremely
22 difficult for anyone to get across there. Even during
23 the day it would be dark.

24 So this project that we're talking about is
25 actually the perfect time to talk about: What if? What

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Comment #20 - Oral Testimony (page 3 of 3)

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1 if we had a dream and saw a tree-lined boulevard through
2 the middle of of downtown Santa Rosa?

3 (Hearing Exhibit Number 6 was marked for
4 identification.)

5 DENNIS CHRISTENSEN: I'm Dennis Christensen
6 and I'm the president of Accurate Forklift,
7 Incorporated. And I'm here this evening because I was
8 informed that sound wall number two will be between our
9 business and Highway 101. Obviously, or maybe not so
10 obviously, this would be very undesirable to us. I have
11 spoken with the property owner directly south who would
12 also be impacted and they are of the same opinion. I
13 have spoken with Ray Boyer and expressed my concerns to
14 him. I will be sending a letter to follow up on our
15 conversation, where he indicated, as I understand it,
16 that the sound wall would not be necessary if the two
17 impacting the property owners did not desire it.

18 ED SISNEROS: My name is Ed Sisneros and I
19 own a business called Iron Village. I have had this
20 business for 25 years. I'm a very concerned business
21 owner. My property is one half mile north off the
22 Robert Lake Road and Santa Rosa Avenue off ramp. I
23 suspect that the volume of traffic will increase twofold
24 during construction of 101. I am concerned that my
25 business will be greatly affected if no improvements are

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**Response to #20 - Oral Testimony
Laura Hall**

Comment Number	Response
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20-A	First please see Section 2.4.1 in this document for a discussion on how transportation projects are funded in the Bay Area.
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Additionally, even though other alternatives for this location are physically feasible, all projects considered for construction must follow the legally mandated funding process (i.e. - inclusion in planning and programming documents) for the region.

Originally, before Route 101 was constructed, Caltrans planned to locate the freeway west of the City of Santa Rosa; however, the City requested that Caltrans reroute the highway along the existing alignment.